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THE HONGKONG DISPENSARY.

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The Daily Press.

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HONGKONG, 5th August, 1902.

THE bulk of Dr. J. M. ATKINSON's report on the health and sanitary condition of the Colony in 1901 was placed before our readers yesterday, but it will not be unprofitable to consider some of the main points again. The birth-rate, it will have been noticed, was higher than in 1900, while the death-rate lower—the latter in spite of the fact that the non-Chinese death-rate increased very slightly. But for plague, which accounted for 1,562 victims, the rate of mortality per 1,000 would have been only 19.08; it was actually 23.5 per 1,000. Turning to the principal diseases which attacked the Colony, we find that small-pox and plague were much worse in 1901 than in 1900. Both showed a slight increase, while enteric and malarial fevers were less severe. A table of cases of infectious disease during each month of 1901, shows the usual climax in May and June. The totals for the twelve months were:—January 12, February 37, March 101, April 192 (160 plague), May 721 (701 plague), June 569 (551 plague), July 118 (109 plague), August 30, September 34, October 8, November 14, December 11. The mortality-table of the different seasons likewise shows May and June the most fatal months, though were it not for plague and small-pox September, October, and December would have been the most fatal. Taking the four quarters of the year separately we find the death-rates per 1,000 were: first quarter, non-Chinese 16.92, Chinese 17.57; second quarter, non-Chinese 26.07, Chinese 34.06; third quarter, non-Chinese 20.13, Chinese 30.97; fourth quarter, non-Chinese 18.91, Chinese 21.27. Plague and small-pox between them accounted for 1,728 deaths out of a total of 7,082. Cholera had fortunately not made its appearance in Hongkong in 1901, the

seventeen reported cases being all on one ship from Singapore.

It is easy to see from the figures above what gains for the Colony its unenviable reputation in the second quarter of the year. The tale is one which has been repeated ever since plague took a strong hold upon the island. 1901 was the fourth year in succession that the disease has been epidemic here—unhappily we must add that 1902 is the fifth year—and it was remarkable from the number of Europeans attacked, 30 in all, the previous highest being the 28 of 1898. Everyone will endorse the remark of Dr. ATKINSON as to the presence of plague for four years running showing the necessity of more radical measures being taken to improve the sanitary state of the Colony; and the chief result of the visit of the two experts sent out from England is therefore awaited with anxiety. By the "chief result," of course, we mean the proposed new Bill which deals with the whole question of sanitation and building in Hongkong. But in the meantime there is one statement of the Principal Civil Medical Officer with reference to plague to which particular attention must be called. The number of dead bodies found lying in the streets, says Dr. ATKINSON, accounts for the annual recurrence of plague, as of necessity the houses from which they come are not disinfected. "As long as this deposition of dead bodies in the streets occurs, so long will plague continue in our midst." The dumping of plague-corpses this year has unfortunately prevailed to a greater extent than before, in proportion to the total number of deaths, and yet we have no evidence that the authorities are doing anything to prevent it beyond punishing the depositors when caught—that is, practically never. A proposal to fine the inhabitants of the neighbourhood where the corpse is found was rejected early this year, and dumping goes on merrily—if we can use such a qualification in this context. If it could be shown that the Government is right in treating the Chinese of Victoria entirely as if they were Londoners, Manchesterians, etc., then the European resident here might also fold his hands and watch the plague being maintained in its virulence by actions which the Colony's Principal Civil Medical Officer declares will continue to flourish in our midst. But the whole idea is a fallacy, upset time after time. We do not advocate treating our Chinese fellow-residents altogether after the methods of their own country's administrators, but there are some points in which the latter show considerable wisdom. It is in accordance with Chinese views that a neighbourhood should be held collectively responsible for outrages committed by any of its inhabitants if the offenders cannot be traced for certain. But the pseudo-humanitarianism will of course listen to nothing of this, and we get plague-infected bodies thrown into the streets, the houses in which they had lived not disinfected, the epidemic flourishing for five successive years, and the advice of the Government's own medical advisers put in a Downing Street pigeonhole. If it were not for the deaths of the yearly victims there would be an element of comedy in the situation. But Governments are not more necessarily endowed with a sense of humour than with commonsense.

Prince Yugal of Siam, is to matriculate at Trinity College, Cambridge, next October. The Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—J. Pitt, R.N., £10. Colonel Ricciardi, an agent of the Argentine Government, arrived in Lisbon from Buenos Ayres at the end of June for the purpose of inviting the Boer refugees in Portugal to emigrate to Patagonia and found a Boer colony in that region. Last month a monument was unveiled at Kiel in presence of the German Emperor and Empress, in remembrance of those brave German mariners who found their death in the late Chinese war, especially during the attack on the Taku Forts. The ceremony was introduced by divine service in the garrison church. The Times of the 4th ult. writes:—On the subject of the indemnity Lord Cranborne is still more indefinite than about the commercial terms to be exacted from China. The debt, he says, is a gold debt, and must be paid in the equivalent of gold. At the same time the Government are anxious to treat the Chinese Government with all consideration possible. In what shape that consideration is to be shown all persons interested in Chinese affairs are left to guess for themselves. The following appointments have been made to the Admiralty:—Commander—M. H. H. Nelson, to the Endymion; P. D. de Saumarez, to the Ocean; Lieutenants—H. D. Colville, to the Glory, to date June 26; J. Jones, to the Kinshasa; H. Gratton, to the Albatross; J. M. Maxwell Scott, to the Talbot; W. T. R. Ford, to the Rambler; G. G. P. Hewitt, to the Vestal (N); B. Greenwood, to the Albion; and I. MacKenzie, to the Rambler, all appointed on promotion, to date June 26.

The U.S.S. Buffalo arrived at Singapore on the 26th ult., having left New York on the 5th Jan. She goes on to Manila.

The Times still, we see, continues to call Mr. E. R. Baillie, of Hongkong, the "Hon." E. Baillie. But perhaps this is an unrecorded Coronation honour.

Prince Komatsu sent the Lady Mayrose a Japanese silk Kikumono as a token of his regard. The Prince stated that he was very much pleased with the cordial reception which was given to him at the Mansion House.

One of the "effects" to have been produced at the Naval Review was the throwing of the fleet into darkness for ten minutes, with only the lights of the Victoria and Albert visible—the light of the world extinguished and only that of the King of England remaining bright, permanent, and fixed. No incident in any naval review has ever been devised with such beautiful poetic expression.

The following executive committee was elected on the 1st ult. to erect a national memorial to Cecil Rhodes:—The Lord Mayor (chairman), the Duke of Abercorn (vice-chairman), Lord Grey, Lord Harris, Lord Strathcona, Lord Rothschild, the Provost of Oriel, Mr. A. Baird, Mr. R. H. Macgregor, the Agent-General for the Cape, the Agent-General for Natal, Sir Edmund Barton, Mr. Eddowes (or gentleman nominated by the two latter), the Governor of the Bank, the Chairman of the Stock Exchange, and Mr. Milton, C.M.G., with power to add to their number, Sir William Soulsby, C.B., acting as honorary secretary.

The special committee of the U. S. House of Representatives, which has been investigating the charges of bribery in connection with the negotiations for the purchase of the Danish West Indies by the United States, has reported that there is not the slightest evidence to show that any member of Congress, either directly or indirectly, was offered or received any bribe or was paid any valuable consideration in connection with the matter, or that there was any corruption or wrongdoing on the part of officials of the United States, and that the committee is of opinion that bribery only existed in the imagination of Mr. Christmas.

The team chosen to represent England in the third test match contained the first men in the batting averages on the previous Monday. This was Tyldesley. The other leading batsmen (from the point of view of averages) were:—Abel, 3rd; Fry, 8th; Jessop, 13th; MacLaren, 29th; Jackson, 30th; and Brand, 41st. This average list, it must be added, excluded the Australian batsmen. Shrewsbury, who stood 2nd on the English list, was not chosen to represent England. Of the bowlers the English team secured the following places in their list:—Jackson, 1st; Rhodes, 4th; Hirst, 5th; Jessop, 8th; Barnes, 11th; Brand, 16th.

THE GYMKHANA.

An express was issued yesterday forenoon announcing the postponement of the Kowloon Brigade Gymkhana owing to the state of the ground. We are requested to state that the gymkhana will be held to-day at the originally advertised time, weather permitting.

"CHINESE CUSTOM."

At the Magistracy yesterday morning a Chinaman from Cheung Chau Island was charged with stealing four pairs of jadestone bangles from the dead body of a young woman which he had been engaged to bury. In a statement made to his Worship, Mr. F. A. Hazland, the defendant said it was Chinese custom for the mourners at a burial to keep their eyes away from the corpse when it was being lifted into the coffin, and profiting by the opportunity thus afforded he took the bangles off the dead girl's arms. Their discovery afterwards in his possession led to his arrest and conviction. He was sentenced to two months' hard labour.

THE COLOUR OF WARSHIPS.

It seems a remarkable thing that in the dawn of the twentieth century we should be in any doubt as to the best colour for our warships; one would have imagined that this point would have been settled years ago; and yet we find that the navy of the greatest sea power is as yet quite undecided on what would appear to the man in the street to be a very easy problem to decide by experiment, says the United Service Magazine. In the old line of battleships, with their chequered or striped sides of black and white, the idea is stated to have been to confuse the eye of the gunner; but with the use of telescopic sights it becomes essential that there should be no point that the eye can specially select as a target. This has been said by an officer who was with the naval guns in South Africa, that the difference between using telescopic sights and being without them was the difference between aiming at a particular window in a house and aiming at the house itself, and another, perhaps our greatest gunnery expert, has put it even more minutely, as the difference between aiming at a particular pane of a window and the window as a whole. Whether the difference is as marked as this or not, it is at least evident that the captain of a gun can select any particular point for his aim with much greater accuracy than was before possible, and so it becomes necessary that a warship should be one colour throughout, masts, funnels, upper works and hull, down to and below the water's edge, so that no brilliant streak of competition may show as she rolls.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 1st August.

CONONEL FORESTIER-WALKER KILLED.
Colonel Forestier-Walker, A.A.G., Egypt, has been accidentally killed on the railway at Helwan, near Cairo.

THE COLLIERIES EXPLOSION IN AUSTRALIA.
Sixty-seven bodies have now been recovered from the Mount Kembla colliery at Wollongong, New South Wales.

THE KING'S PROGRESS.
His Majesty has to-day been for a cruise in the Royal yacht as far as Brighton.

LONDON, 2nd August.

PARLIAMENT.

Mr. Balfour states that the Autumn session will commence on the 16th October.

CHINESE TREATY REVISION—A HITCH.

There is some disagreement between the British and Chinese treaty commissioners at Shanghai. The Chinese object to the British regulation of inland navigation, whilst the British insist on the acceptance of Sir James Mackay's scheme in its entirety. The Times, commenting on the situation, says that the hitch at Shanghai should not cause excessive surprise, as we know the methods of Peking. China can afford to wait for a higher import-tariff than we for merely prospective advantages.

THE TYPHOON.

Very little remains to be added to the account which we published yesterday of Saturday's typhoon. Six bodies have been recovered from the ruins of the collapsed house in Wanchai Road, and five were still missing yesterday. From Samahingo comes the news that part of the harbour office there collapsed, without, however, causing injury to any one. At Cheung Chau the steam-launch Shui On was sunk and another steam-launch, the Fuk On, driven ashore. The crew in each instance escaped.

Over thirty junks have been driven ashore in the neighbourhood of Yau-mai, and nine people are reported to be missing. On the Tai Po Road two landslips occurred, and at the Compoletta Docks the shore-ladders were blown down. One fell across the deck of the steamer Marie Johnson, fortunately without injury to any person.

At Mongkok the Praya wall was washed away for a distance of two hundred yards, as was also part of that at Fuk Tann Hoang. The steam-launches Douglas and Wo Lee were sunk near the Hung Hom ferry wharf, and the Hongkong Hotel launch was driven ashore at the Hung Hom Docks. The crews were rescued. A little Chinese girl of three was drowned by the swamping at Hung Hom of house-boat No. 2021. The Yau Lee trading junk was also sunk, no lives, however, being lost. The only other accident reported from Hung Hom was the collapsing of two cook-houses, which was unattended by casualties.

On Sunday night at eight o'clock a cook-house at 37, Gough Street, in the city, came down with a rum, after having withstood the entire gale on Saturday. One woman is reported to have been buried.

Three coolies were killed by the embankment which collapsed on Saturday evening and engulfed part of the servants' quarters of "The Pines," the residence of Mr. T. P. Cochran, of the Chartered Bank. One body is still missing, and was being searched for yesterday morning. It has now probably been recovered.

Several landslips occurred in the Shaikwan district near Quarry Bay, and in one, which took place at Chat Tse Mui and precipitated itself upon a matched, a Chinese woman and her son, aged twelve, were buried under the ruins and killed. The bodies were unearthed some time later. Many manholes were blown down in this district, but no other fatalities have been recorded. The launch Heron sank off Shaikwan Road, the crew escaping in time.

At Cheung Chau Island, where the typhoon appears to have manifested itself with great severity, ten houses were completely destroyed and a number of others damaged, happily without loss of life.

Two other deaths took place in the killing of a Chinaman by the collapse of a matched at the Naval Hospital extension and the drowning of another in the shelter at Camoway Bay; the latter accidentally fell off his boat and sank before help could be extended to him.

Some houses in course of erection on Pokfulam Road were blown down, nobody being hurt. Bousham Road has been very much damaged by landslips, and one which occurred in Balchers Street blocked the entire thoroughfare.

Beyond the interruption of telephonic communication between Stanley and Aberdeen, both districts have been fortunate to escape the violence of the gale.

To supplement the details we have already published of the damage in the Peak district, it may be stated that although most of the houses on the southern slopes were much exposed, they did not suffer any very serious damage from the typhoon. Very few roofs proved wholly impervious to the torrential showers, but leaking roofs have been the rule during this exceptionally wet summer. The damage sustained from the wind was practically trifling. A good many houses lost shutters or portions thereof, and in some cases a window or two was blown in, but in few cases did the foe penetrate beyond the first line of defence. About 9.30 p.m. on Saturday a portion of the retaining wall of Myrtle Bank, together with a section of the servants' quarters,

crashed down on to the Mount Kellett Road. Probably somewhere about the same time a mass of water having collected on Mr. R. C. Wilcox's croquet-ground, above Stewart Terrace, and the drain having become choked, the boundary wall at the east end gave way and a mass of earth and stone was precipitated on to the path below and a quantity of the debris carried down into the rear of the servants' quarters in Stewart Terrace. Happily no one was injured. A large stone roller close to the wall where it was carried away was fortunately caught in the branches of a small tree and thus saved from being carried with the falling mass. One of the Cameron Villas sustained damage to the verandah, and there was some breakage of glass on the verandahs of 6 and 7, Des Vœux Villas. At "The Byrie" one of the verandahs was unroofed, and several large panes of plate glass were smashed. A number of tiles were blown from the roof of Mt. Gough Station, and a landslip occurred at Magazine Gap and in Barker Road.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE RAINFALL.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 4th August.

SIR,—I have often wondered why you do not publish the rainfall of Saturday—to date at 10 a.m.—and have intended to make the enquiry before. The rainfall on Saturday and Sunday is, during the typhoon season, usually of exceptional interest, yet it is not given. Can you not induce the Observatory authorities to supply the tables for both Saturday and Sunday for publication in your Monday's issue? It would be appreciated by your readers, and it would enable those interested to keep a record of the rainfall during the month, which at present is impossible.

It would also be interesting and useful if a rain gauge were to be kept at the Peak.—Yours, etc.,

R. CHATTERTON WILCOX.

[We will endeavour to induce the Observatory authorities to do as our correspondent suggests.—ED. D.P.]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 4th August.

SIR,—Strange proceedings seem to be in vogue among the directors of the Harbour Commission. To-day there appears in your advertising columns a notice convening an extraordinary meeting of the shareholders to take place after the half-yearly meeting, to consider the very important matter of buying from the Government a site for the proposed new dock. In view of the magnitude of this question, surely some time should be given to allow those holding shares not in their own names—but many of them in the directors' names—to transfer them, so as to be ready to vote according to their judgment. Is the coincidence of the closing of the share-register and advertising the extraordinary meeting on the same day to be regarded as a well considered or ill considered move on the part of the directors?—Yours, etc.,

SHARPLENDER.

DENGUE FEVER: A CURE.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 4th August.

SIR,—As dengue fever is so prevalent in the Colony at present, perhaps a suggestion for its cure will not be out of place. Several cases have been cured with a certain preparation of mixed tea, what the Chinese call Lap-tee-chai, which, from my own experience, I strongly recommend the sufferers of this annoying disease to make a trial. The said medicine can be obtained at any Chinese dispensary at the trifling cost of a few cash. It is packed in yellow paper with Chinese characters on each bundle. Although I did not take the trouble to analyse its contents, yet it can easily be seen to contain nothing but a mixture of dry foliage, which has been proved to be very effective. Directions for use.—Two teaspoons of water boiled with this medicine till it reduces to 3 of a cup. Perspiration will soon follow, and the patient will be greatly relieved afterwards and finally cured, as was the case with—Yours, etc.,

PRO BONO PUBLICO.

THE TYPHOON AND THE WATER POLICE.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 4th August.

SIR,—In your account of the typhoon you make a statement detrimental to the Water Police, who, you say, did not put in an appearance to help save the unfortunate Chinese on a junk at Kowloon. Mr. Crisp, of the F.W.D., Mr. Stebbings and myself, together with a member of the Water Police, whose name I do not know, were watching that junk from 5.45 to 8. This water policeman was untiring in his efforts to save those on the junk. He tried hard to get a boat to go to them, but was refused permission. Capt. Brown had "gone to change his clothes," we were told. We left the policeman there while we went to dinner and returned at 8.30. From 5.45 to 8 neither of the persons you mention had put in an appearance, but when we returned at 8.30 they, together with your reporter, were just leaving. We stayed there till 10, when Capt. Brown assured us they were out of danger. Now, Sir, in justice to this policeman who worked so hard I think you ought to withdraw your remarks which are calculated to do him harm.—Yours, etc.,

CHAS. T. LETTON.

[Our representative who reported the incident above referred to maintains the accuracy of his statements, and says that altogether he stood by the junk for six hours, during which time he saw no member of the Water Police.—ED. D.P.]

THE FAR EAST IN THE HOUSE OF COMMONS.

In the debate on Foreign Affairs in the House of Commons on the 2nd ult., much attention was devoted to affairs in the Far East. Mr. Henry Norman, M.P. for Wolverhampton South, first introduced the subject. He said that in the first place he desired to know if His Majesty's Government were taking any action in reference to the claims put forward by Germany in the province of Shantung. No attention had been directed to the question of Mongolia, and yet Russia had practically secured a complete monopoly of that country with its enormously valuable mines. All business classes would welcome any assurance that steps were being taken to assist British railway enterprises in China. These railway concessions were quite as much political as commercial, and it was futile to tell British merchants that they must look after their own interests. Was the Foreign Office demanding that whatever advantages were given to other nations, we should receive at least the most favoured-nation treatment? The Russian and French spheres were being joined by two railways at the heart of our own Yangtze sphere, and this matter was, therefore, one of considerable urgency. As to the Chinese indemnity, was it true that China had refused to pay the 3rd instalment, and that the United States had expressed their sympathy with China? If it were true, had the British Government a line of its own? The enormous sales of silver by China, to pay off the indemnity had resulted in a heavy fall in the gold price of silver, and the effect of this, on the top of the enormous indemnity, would be bad for European trade. The people of China would be squeezed for the money, and their hatred of the foreigner would be intensified. As to the military occupation of the province of Pechili and the city of Tientsin, at present the British Government was simply in the position of breaking its word to China. We promised evacuation by a certain date; but before that date we agreed with the other commanders to impose a totally new set of conditions; and now the British Minister was actually supporting the German Minister against the Japanese in enforcing this unjust occupation of the province. Russia had seen the opportunity to withdraw and exhibit herself once more in the light of China's true friend. Hitherto we had simply followed the Germans; but why, in heaven's name, could not the British Government take its own line and keep its promises? The House should protest against this tawdry injury to British prestige and to British commercial interests. What stage had been reached by the Tariff Commission now sitting in Shanghai? Was it the policy of His Majesty's Government to allow the Chinese largely to increase the tariff on foreign goods in exchange for a remission of internal taxation? He protested against any such policy. What was thus being offered to us in return we already possessed; and in no circumstances was it likely that the tariff would be abolished. In China the Government had no policy from the beginning. There was no one at the Foreign Office who was an authority on China; and he knew of no expert who had expressed approval of the policy of the British Government in China during the last six or seven years. In respect of Peking he should like to know whether or not a concession had been granted to Russia for a railway to Tientsin. He had been assured in the Press that there had been communications with Germany about a port on the Persian Gulf. The question was of enormous importance, and he wanted to know whether the question was still in the same position. Was the attitude that of "Hands off" to Russia while practically admitting Germany and negotiating with her about conditions for the bringing of a railway there? If this was the attitude of the Government, then he protested against the great commercial injury and possibly the Imperial disaster that would happen.

Lord Charles Belfrage, who followed, did not spare his criticisms. The want of policy as to Weihaiwei was a glaring example of the absence of a thinking department at the Admiralty and War Office to meet out requirements. "If there had been a thinking department we should not have had this change of policy with regard to Weihaiwei." He further pointed out that at Chefoo merchants had a property near the fortifications. The Russians built a great factory between the British property and the fortifications. We fired the Chinese most heavily because the Russians built that factory; and this incident bore out the statement which had been made that we were authorising the Chinese for damage done to us by another nation or making presents of things that did not belong to us. Most of the news from China came through the correspondent of the Times, and some of the facts which had been published had been known to him members long before the Foreign Office heard of them. Instead of relieving any question of British interests to the whole body of Foreign Ministers which had happened over and over again to our detriment, why should we not look after our own interests? They all wanted a better understanding with Russia, but how was it to be brought about? Russian policy was based on the giving of assurances; and there was no case in the history of Russia with regard to assurances where they had not been broken when Russia was in a position to do so. He did not blame Russia; her Ministers were very clever. But he blamed our Foreign Office for listening to their assurances, always knowing that they would be broken.

Reverting to China, he asked whether, as the indemnity was fixed in April, 1901, and there had been a fall in silver since of about 20 per cent, the Chinese had warned the British that they would not be able to pay the increased sum which might be charged upon them owing to

the fall in the rate of exchange. He had the most hearty sympathy with the Chinese. (Cheers.) In their financial obligations and trading transactions they were as honest people as any in the world. (Cheers.) It, however, this matter was not cleared up as to what the Chinese would have to pay eventually, it would be a bad thing for British trade and commerce, because it would tend to stir up rebellion, and this would have a great effect upon prices. He also wanted to know when the bonds would be ready for distribution, and what progress was being made with the settlement of certain individual claims on account of the action of Russia. Amid some causes of course, he congratulated the Government on the alliance with Japan. Nothing of late years in our foreign policy had been so materially good for England. The interests of the two Powers were nearly identical. Both wanted the open door and an outlet for their trade. The utility of the alliance to us in regard to the command of the sea was immense, because Japan had a very strong and efficient fleet; there were no better guns or rifles in Europe, the equipment of the Japanese troops was excellent, and their reserves of guns and ammunition were quite perfect. Owing to their chivalrous action all the rancour of the China-Japanese war was past, and the Chinese were going to the Japanese before any European nation for advice. He hoped we should keep ourselves very friendly with China and Japan, because, if ever China got organised as Japan was, it would be a tremendous menace to Europe.

Lord Cranborne, replying to the above remarks, said (and in this speech he made his unfortunate phrase) "What was most important in international relations and international friendships were the traditional sympathies and mutual interests of the Powers concerned. In this connection what was to his mind of great value was the Japanese agreement. It was an agreement founded on the mutual interests of the two contracting Powers, and therefore had a strong foundation. Some people thought a treaty could be made with this Power or that as if they were playing a game of chess. That was not how international relations could be managed. You had first to learn what were the interests of your country, next to find out what view the people of your country would take of that treaty. On these foundations and on no other could they found an international agreement that would last. The only criticism the right hon. baronet had made as to the Japanese agreement was that they did not make it sooner. He said it could have been had for the asking. It was not for them to ask for treaties; they granted them. They were only too delighted to have the opportunity of granting this treaty to a Power whose interests were so much in conformity with our own as were those of Japan. The Japanese agreement alone should be an answer to the observation of the right hon. baronet regarding difficulties with China. None had rejoiced so much in the Japanese agreement as the statesmen of China (hear, hear), and they might depend upon this, that when it was considered what this Power had done in her favour China knew her friends perfectly well. She was not likely to be misled. She could arrive at a perfectly accurate judgment. And she knew by this time that it was not only the avowed but the true policy of this country to maintain to the best of her ability the integrity of China and to increase her material resources by means of trade. It might be thought that what was got by other countries was got against this country; but the policy of this country in regard to China had often been stated by him and by others able than himself on numerous occasions. He was almost ashamed to use the old phrase. They were for the open door. That policy had governed their agreements. It was true that with regard to the Russian railway understanding and our position with regard to Germany railway enterprise had, to some extent, been relegated to others. But, on the whole, our agreements and our financial arrangements had been in the direction of the open door and were intended to maintain it. He did not know what ground the right hon. baronet had for saying that they had failed altogether to maintain the open door in Shanghai; because, turning to the last speech which Count von Bülow delivered on Chinese questions, he found that he assured the Reichstag and Europe generally that there was no question of exclusive rights for German trade in Shanghai, and he spoke later of the open door, using the German equivalent for that very phrase, and showing that Germany had not closed the open door in that part of the world. It was asked what about the mining concession? This was of closing an open door. It was a question of degree. Every concession in a sense closed to some extent the open door in respect of what was conceded. It expressly and avowedly did. And we had obtained concessions in parts of China just as Germany and other Powers had done. If such concessions were to apply to a very large area, they might properly be described as amounting to a definite closing of an open door; but he did not think that could be said of these German concessions in Shanghai. Quite the contrary. He admitted and regretted the delay in the publication of the Blue-book, and was sorry hon. members were not in possession of the papers before the last debate on China; but this was unavoidable owing to the necessity of communication with other Powers as to the publication of documents in which they were committed. It had been suggested that the Government had a right to object to concessions to Russia at Tientsin. We had got concessions there, and we were not in a position to say that the Russians were not entitled to have concessions; but if it was a question where the concession should be, and the area it should embrace, the position was different; and upon these points they had a great deal to say to the Russian Government, and he thought they said it with considerable effect. In the first place, they protested

against British property being included in Russian concessions, and the Russians had assured the Government that they never did intend, and did not now intend, that British property should be included in Russian concessions; and, for their part, where it could be shown that any property was British-owned, they did not claim it. On the railway question there was great controversy, which at one time was very acute indeed, until the army representatives of their power were drawn up so close to one another that there was no greater space between them than divided him at that moment from right hon. gentlemen opposite. But that passed away, and they were able to bring the controversy to a successful conclusion. From the Russians they said they claimed nothing but what was their due, and they proposed a proper and impartial enquiry. The Russians, moving rather slowly, as was the fashion of Russians apparently, finally agreed to this proposal, and Consular Officers on the spot very familiar with the question had been appointed so that the matter might be brought to an issue. He did not think that an unsuccessful piece of diplomacy, and, on the whole, he believed the right hon. baronet would agree with him. Then the right hon. baronet spoke of another Tientsin question—the terms on which the provisional Government was proposed to be abandoned. A certain amount of misapprehension appeared to exist on this question. He could not give a full account of the matter to the Committee, because negotiation was still proceeding; but he could say something that bore upon what had been said in the debate. It had been said that the Press got information much more rapidly than the Foreign Office, and that the information was invariably accurate. He could assure hon. members that this was not the case. He was not saying anything derogatory to the Press. The newspaper telegrams were admirable. It was a wonder they got the information they did; but it was not always, and could not be always accurate in this matter; for the terms of which his right hon. friend the First Lord of the Treasury spoke, in answer to a question a week or two ago, were not definite terms. They were the conditions which the military commanders thought ought to be imposed before the provisional Government was given up. It was not unreasonable to proceed to consult the military commanders, because we had a treaty right to occupy Tientsin. One of the terms of the protocol which was concluded last year was that we had the right of military occupation of certain points which lay between Peking and the sea, and one of these points was Tientsin, as any one would see who read the protocol. We had a right to occupy Tientsin, and it was not unreasonable to say that certain precautions must be taken in our interests. It was not an unreasonable thing that military commanders should be consulted as to what in their opinion the conditions should be; but it did not follow that the diplomatic body would accept or were in favour of any particular recommendation of the commanders. All that the latter were asked to do was to give the representatives of the Powers the benefit of their advice, and it was this advice which was published in the Press as the terms which were to be imposed upon the Chinese Government. These recommendations were nothing of the kind; they were simply the record of military opinion submitted to the diplomatic representatives of the Powers; and the actual terms are now the subject of negotiation. He was not at liberty to state the exact position of these negotiations, but the idea that the British Government were holding out for the uttermost farthing of these terms, or had ranged themselves with the Powers desiring to impose the most harsh terms upon China, did not represent the position.

Sir C. Dilke said he did not wish to be understood as suggesting that position. He said we were pressing terms against our own opinions. The terms, as he understood, were modified and accepted by the representatives, and after that an attempt was made to alter them. Viscount Cranborne said the terms had not been definitely agreed upon, and, as a matter of fact, the British Government would be very glad, and had said so, to have modifications in those terms. They were anxious that there should be modifications in those terms, and he had very little doubt that there would be. There were one or two other points in reference to China he had to deal with. He had been asked whether the Government were doing their best to support English railway enterprise in China, and the reply was undoubtedly they were. But there was an old proverb, "You may take a horse to the water, but cannot make him drink." The Government, of course, supported, as they ought to support, British concessionaires who were sound in all respects and in earnest to industrially develop China; but he was bound to say that there had been a certain—he would not say remissness—perhaps a certain amount of indulgence on the part of concessionaires in the development of their concessions and in pushing their opportunities. It might be said this was no business of his; but honourable gentlemen on either side should not assume that because there had not been immediate development the fault lay always with the British Government. So far as he knew there had not been a single case of the kind. The Foreign Office were anxious to press things forward so far as the British Government, legitimately might in accordance with the practice which had always prevailed in our diplomacy. The noble lord behind him had asked him about the indemnity. This indemnity was a sum of money which the Chinese Government had engaged to pay the Powers, and this was a gold debt. Of course it could be represented in the local currency of China; but it was some the less a gold debt, and the Powers could not accept in payment anything but the equivalent of gold; he did not think they could recede from that position. But he would say at (Continued on page 5.)

CONCESSIONS IN YUNNAN AND SZECHUEN

Some few months ago our columns recorded that an Anglo-French syndicate had been formed with the object of seeking concessions in Yunnan, and that M. Emile Rocher was a moving spirit in the new organisation. There are few foreigners who are better acquainted with the possibilities of the province of Yunnan, and the name of Rocher is attached to one of the most authentic works dealing with that extreme south-western portion of China. The province has been reported on in the most contrary manner possible, many asserting its great richness in minerals, whilst others as freely denied its possibilities. The truth probably lay somewhere in a mean of these estimates, and would possibly afford justification for prospects of success in the working of certain minerals; provided, as in too many other cases, the Chinese Government did not secure the best of the bargain in the shape of royalties, &c. We are glad to know that the syndicate, on whose behalf M. Emile Rocher went to China, has been successful in arranging what looks like fair and satisfactory terms. The Peking correspondent of the Times has informed the public that the signed contract was sanctioned by Imperial decree on June 15, and thus becomes a valid document according to Chinese custom, and furthermore that the British and French Ministers have officially recognised the contract. It will be remembered that Great Britain and France agreed some years since that a community of interests should prevail in the South-western portion of China, which abutted on the Indo-Chinese portions of their respective territories. It is therefore satisfactory to note that the joint declaration of 1893 has not entirely proved an empty document, but has now borne fruit. We are inclined to think that the result is largely due to the efforts of M. Rocher himself. There has been of late years, unfortunately for the peace of mind of more than one European Chancellor, too much international rivalry in connection with concessions in China, a fact of which the Chinese Government has known how to take very good advantage. Rival syndicates of different nationalities were played off one against another until finally the apparently successful party found he had only secured something that was likely in the end to be much more advantageous to the Chinese than to the syndicate. The development of the resources of the Chinese Empire was hindered—while the Chinese, it is true, did not mind in the least—while the foreigner was not always willing to proceed with what he had secured, after possibly very lengthy, and often easily, negotiation. M. Rocher was fortunately brought up in the school when all foreigners in China made common cause and belonged to an international family party vis-à-vis the Chinese. Then a man was taken for what his own worth was, and no matter what nationality he might owe to if he obtained a right or concession of any kind it was looked on as something gained for the common foreign good. Those days have passed in the more national aspect of the recent scrambling. But the present dual interest would seem to have produced a fairly workable basis, by which the Chinese will get their share of the profits and not the whole of them. Dr. Morrison informs us—

The concession is for 60 years, with the right of further extension, and comprises 85 mines producing coal, copper, nickel, quicksilver, petroleum, tin, and other minerals and precious metals throughout a district covering one-third of the province, the more important mines being grouped near the course of the projected railway from Tonkin to Yunnan city. The mines worked by the Chinese Government are excluded. A royalty of 5 per cent. is to be paid to the Chinese Government, and of the net profits 25 per cent. goes to the Chinese Government, 10 per cent. to the provincial Government, and 65 per cent. to the shareholders, net profits being arrived at after deduction of the preliminary and working expenses plus 8 per cent. interest on capital, 10 per cent. for a sinking fund, and 10 per cent. for a reserve fund. Regarding copper there are special terms, China undertaking to purchase a fixed quantity yearly at fixed price, viz. 320 per ton. The right to build branch mineral railways, roads, and canals is also conceded.

Now succeeding M. Rocher comes M. Haas, the latter reaching Peking just as the former was departing with the signed documents relating to Yunnan in his pocket. M. Haas has been active on behalf of French interests in Szechuen, and has not hitherto displayed any great cordiality to British designs in Asia. He has recently been actively engaged on behalf of a powerful syndicate of French business seeking concessions in the province. Dr. Morrison informs us that M. Haas told an interviewer how desirable it was that the two rival syndicates, British and French, seeking concessions in Szechuen should effect a working arrangement and combine for unity of action. At present China was playing off one syndicate against the other, and nothing was obtained by either. We may hope also in this case that a community of interests may be established, and keen rivalry turned into combination for the probable benefit of the nationality, and a preventive against possible friction in that corner of China.—L. & C. Express.

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SHANGHAI & CHINKIANG	HUNAN	Brit. str.	—	—	—	On 14th inst.
SHANGHAI & CHINKIANG	DARDANUS	Brit. str.	—	—	—	On 14th inst.
SHANGHAI & CHINKIANG	LOONGMOON	Brit. str.	—	—	—	On 14th inst.
SHANGHAI & CHINKIANG	PAERAMATTA	Brit. str.	2 m.	—	—	On 14th inst.
SHANGHAI & CHINKIANG	KWEIFANG	Jap. str.	—	—	—	On 14th inst.
SHANGHAI & CHINKIANG	ANPING MARU	Jap. str.	1 m.	—	—	On 14th inst.
SHANGHAI & CHINKIANG	MAIDU MARU	Jap. str.	1 m.	—	—	On 14th inst.
SHANGHAI & CHINKIANG	HUPH	Brit. str.	—	—	—	On 14th inst.
SHANGHAI & CHINKIANG	LOONGSANG	Brit. str.	—	—	—	On 14th inst.
SHANGHAI & CHINKIANG	ROSETTA MARU	Jap. str.	2 m.	—	—	On 14th inst.
SHANGHAI & CHINKIANG	SUNGKANG	Brit. str.	—	—	—	On 14th inst.
SHANGHAI & CHINKIANG	SANDAKAN	Brit. str.	2 m.	—	—	On 14th inst.
SHANGHAI & CHINKIANG	CATHERINE APCAR	Jap. str.	—	—	—	On 14th inst.
SHANGHAI & CHINKIANG	INDUMI MARU	Jap. str.	—	—	—	On 14th inst.
SHANGHAI & CHINKIANG	BOLA DI CAERI	Ital. str.	—	—	—	On 14th inst.
SHANGHAI & CHINKIANG	MIKE MARU	Jap. str.	—	—	—	On 14th inst.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS	DESTINATIONS	SAILING DATES
BINGO MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	SATURDAY, 9th August, at Daylight.
INDUMI MARU	BOMBAY via SINGAPORE	SUNDAY, 10th August, at Noon.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJO, KOBÉ and YOKOHAMA.	MONDAY, 11th August, at 4 P.M.
AWA MARU	KOBÉ and YOKOHAMA	FRIDAY, 15th August, at Daylight.
MIKE MARU	SINGAPORE, COLOMBO, and BOMBAY	FRIDAY, 15th August, at Noon.
KAGOSIMA MARU	MOJO, KOBÉ, and YOKOHAMA	SATURDAY, 16th August, at Noon.
TAMBA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	SATURDAY, 23rd August, at Daylight.
RIJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJO, KOBÉ and YOKOHAMA.	MONDAY, 25th August, at 4 P.M.
KAGURA MARU	SYDNEY and MELBOURNE via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 30th August, at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON	BOMBAY	August 5th	Freight or Passage
KOBÉ	MAGAZON	August 7th	Freight only.
YOKOHAMA, via SHANGHAI, MOJO and KOBÉ	CEYLON	August 11th	Freight or Passage
SHANGHAI	PAERAMATTA	August 15th	Freight or Passage
LONDON, &c.	BALLAARAT	August 16th	See Special Advertisement.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 4th August, 1902.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TEINSTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
AMBRIA	HAYRE and HAMBURG	On 14th Aug. Freight.
C. F. ELDER	HAYRE, BREMEN and HAMBURG	On 26th Aug. Freight.
KONIGSBERG	HAYRE and HAMBURG	On 10th Sep. Freight and Passengers.
HAMBURG	HAYRE and HAMBURG	On 24th Sept. Freight.
PREUSSEN	HAYRE and HAMBURG	On 8th Oct. Freight.
SILVIA	HAYRE and HAMBURG	On 22nd Oct. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

13

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, SAVANNAH, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON to LAND PASSENGERS and LOUGAN.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	THURSDAY	SAILING DATES
* KLAUSCHOU	THURSDAY	21st August
* BAYERN	THURSDAY	21st August
* KONIG ALBERT	THURSDAY	4th September
* PRINCESS IRENE	THURSDAY	18th September
* PRINZ REGENT LUTPOLD	WEDNESDAY	1st October
* PREUSSEN	WEDNESDAY	15th October
* HAMBURG	WEDNESDAY	29th October
* SACHSEN	WEDNESDAY	12th November
* KARLSRUHE	WEDNESDAY	26th November
* KLAUSCHOU	WEDNESDAY	10th December
* BAYERN	WEDNESDAY	24th December
* KONIG ALBERT	WEDNESDAY	7th Jan. 1903
* PRINCESS IRENE	WEDNESDAY	21st Jan. 1903
* DARMSTADT	WEDNESDAY	4th Feb. 1903
* PREUSSEN	WEDNESDAY	18th Feb. 1903
* HAMBURG	WEDNESDAY	4th Mar. 1903

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 7th day of August, 1902, at Noon, the Steamship "KLAUSCHOU" of the HAMBURG-AMERIKA LINIE, Captain P. L. L. L., with MAIL, PASSENGER, GER. SPECIE and CARGO, will leave this Port as above, CALLING AT SINGAPORE and GENOA. Shipping Orders will be granted till Noon on Tuesday, the 5th August, and Cargoes will be received at the Agency's Office until Noon on WEDNESDAY, the 6th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 6th August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 24th July, 1902.

SHEWAN TOMES & CO'S NEW YORK LINE.

THE Steamship

FOR NEW YORK via SUEZ CANAL

"ASAMA"

Captain F. F. Bement will be despatched for the above port on or about the 15th August.

To be followed by "APTON" on or about the 15th September.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 24th July, 1902.

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Hongkong, 4th August, 1902.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

Steamer	Tons	Captain	Proposed Sailing
VICTORIA	3,500	J. Panton	August 9th
TACOMA	2,511	A. Dixon	August 23rd
GLENOCLE	3,750	G. E. Warner	September 20th
OLYMPIA	2,507	J. Truebridge	September 27th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 232.

Excellent accommodation. First-class Table, Doctor and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES HONGKONG TO NEW YORK, 448.

The Railroad travelling is second to none in the American Continent; two trans-continental trains daily from Tacoma; Dining Car attached to trans-continental trains day and night.

TACOMA TO NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 232.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DREA and ST. MICHAEL.

Rates of Passage to other points on application.

A Special Rate allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 4th August, 1902.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

"EMPEROR OF CHINA" "EMPEROR OF JAPAN" "EMPEROR OF INDIA" "EMPEROR OF EUROPE"

"EMPEROR OF CHINA" "EMPEROR OF JAPAN" "EMPEROR OF INDIA" "EMPEROR OF EUROPE"

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"EMPEROR OF CHINA" "EMPEROR OF JAPAN" "EMPEROR OF INDIA" "EMPEROR OF EUROPE"

SHIPPING.

Aug. 2. FROMTOW, Norw. str. 738, F. Seeberg.

Aug. 2. FROMTOW, Norw. str. 738, F. Seeberg.

Aug. 3. PAX, Belgian str. 1,210, E. Rankin.

Aug. 3. PAX, Belgian str. 1,210, E. Rankin.

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Aug. 3. PAX, Belgian str. 1,210, E.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	TO	DATE
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 14th August.	
GLASGOW and LIVERPOOL...	"PYRRHUS"	On 24th August.	
GLASGOW and LIVERPOOL...	"DIOMED"	On 28th August.	
GLASGOW and LIVERPOOL...	"JASON"	On 3rd September.	

FOR	HOMEWARDS.	TO	DATE
LONDON	"ULYSSES"	On 7th August.	
LONDON and ANTWERP	"TELEMACHUS"	On 18th August.	
LONDON	"ANTENOR"	On 2nd September.	
LIVERPOOL DUNDEE	"DARDANUS"	On 16th September.	

(Taking Cargo at London Rates) For Freight, apply to
The S.S. "DARDANUS," from Singapore, has arrived, and leaves for Shanghai to-day.
BUTTERFIELD & SWIRE,
HONGKONG, 5th August, 1902. AGENTS, O. S. S. CO.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI and CHINKIANG	"HUNAN"	On 5th August.	
SWATOW, AMOY and SHANGHAI	"HUIH"	On 9th August.	
TIENSIN	"KWEIANG"	On 10th August.	
MANILA	"SUNGKIANG"	On 16th August.	

PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE,
SYDNEY, MELBOURNE and
ADELAIDE

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th August, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMBU, via SWATOW	"DAIJIN MARU"	TUESDAY, 5th
AND AMOY	"T. OGA"	August.
TAMBU, via SWATOW	"DAIJIN MARU"	SUNDAY, 10th
AND AMOY	"T. KIZATO"	August.
ANPING, via SWATOW	"MAIDZURU MARU"	WEDNESDAY, 6th
AND AMOY	"T. SAKI"	August.
FOOCHOW, via SWATOW	"ANPING MARU"	WEDNESDAY, 12th
AND AMOY	"K. SUZUKI"	August.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tambei to land all passengers and cargo.

For Freight, Passage, and further information, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 5th August, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	Captain	HONGKONG.
"INDRA PURA"	3,152	Hollingsworth	Aug. 14, 1902
"INDRASAMHA"			Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

**TOYO KISEN KAISHA,**
(ORIENTAL S.S. CO.)REGULAR SERVICE BETWEEN
HONGKONG AND MANILA.
The Company's well-known Steamship

"ROSETTA MARU,"

3,976 Tons.

Captain Tats. will be despatched for MANILA
on FRIDAY, the 8th inst. at Noon.
Magnificent Accommodation. Comfortable
Cabins. Excellent Table. Unrivaled Speed.
Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Prince's Buildings, Ice House Street.
Hongkong, 1st August, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO
SYDNEY AND MELBOURNE
via USUAL AUSTRALIAN PORTS OF
CALL.AVERAGE LENGTH OF VOYAGE TO SYDNEY
20 DAYS.

Saloon Passengers carried at SPECIALLY
REDUCED RATES, part of which
can be obtained on application to the
Under-agent.

NEXT SAILINGS.

"TSINAN" leaves on 23rd August.
"CHANGSHA" " 2nd September.
"CHINGTU" " 29th
"TAIYUAN" " 24th October.

Superior accommodation and ships. Electric
Light throughout. Fitted with Refrigerators
which ensure a fresh supply of Ice and Provisions
during the entire voyage. Duly qualified
European Surgeons carried.

BUTTERFIELD & SWIRE

AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 1st August, 1902.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

NOTICE

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX.
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 11th August, 1902, at
1 P.M., the Company's Steamship
"YARRA," Captain Charbonnel, with Mail,
Passengers, Specie and Cargo, will leave this
Port for MARSEILLES, via BOMBAY.
This Steamer connects at COLOMBO with
the S.S. "Indus," which vessel takes on her
Passengers and Mails, leaving that port on the
23rd August, direct to Suez, Port Said and
Marseille.
Cargo and Specie will be registered for London
as well as for Marseille, and accepted in
transit through Marseille for the principal
places of Europe.
Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 3 P.M., on the 10th
August. (Parcels are not to be sent on
board; they must be left at the Agency's Office).
Contents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 31st July, 1902.

NAVIGAZIONE GENERALE
ITALIANA.

(Fiorio and Rabattino Italian Companies.)

STEAM FOR BOMBAY, via SINGA-
PORE AND PENANG.

Having connection with Company's Mail Steam-
ers to ADEN, SUEZ, PORT SAID, MESSINA,
NAPLES, LIGURIA and GENOA, also VENICE
and TRIESTE, all MEDITERRANEAN, ADRIA-
TIC, LEVANTINE and SOUTH AMERICAN
Ports up to CALAO.
(Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA).

THE Steamship

"ISOLA DI CAPRI"
will be despatched as above on TUESDAY,
the 12th inst., at Noon.
At Bombay, the steamer is discharging in
Victoria Dock.
For further particulars regarding Freight
and Passage, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 2nd August, 1902.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain Shaw, will be despatched for the
above ports on THURSDAY, the 14th August,
at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the Steamers of the China Navigation
Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd July, 1902.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUST-
RALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"BALLAARAT,"
Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this Port for Bombay,
on SATURDAY, the 16th August, at Noon,
taking passengers and cargo for the above
ports.
Specie and Valuable Mail, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.
Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, 4th August, 1902.

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

STEAMSHIP	Tons.	Sailing
"HYADES"	3,753	12th September.
"LYRA"	4,200	4th October.
"SHAMMUT"	9,666	23rd October.
"TREMONT"	9,666	17th December.

Through Bills of Lading issued to Pacific
Coast Ports and to the Principal Cities in the
United States and Canada.
For Rates of Freight and further infor-
mation, apply to

DODWELL & CO., LD.

General Agents.

Hongkong, 21st July, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENROTH,"
Captain Selby, will be despatched as above on
SATURDAY, the 16th September, 1902.
For Freight, apply to
MCGREGOR BROS. & CO.,
Agents.

Hongkong, 4th August, 1902.

UNITED STATES AND CHINA JAPAN
S.S. LINE.REGULAR MONTHLY SERVICE
FROM JAPAN, CHINA, HONGKONG
AND SINGAPORE.

TO NEW YORK (via SUEZ CANAL).
The following Steamers will be despatched
Cargo at current rates:—
"PROSPER" SAILING FROM HONGKONG
S.S. "INDRAMATO" 15th Aug., 1902.
S.S. "INDRAMAT" 15th Sept., 1902.
S.S. "INDRAWADI" Oct., 1902.
For Freight and further information, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 1st August, 1902.

NOTICES TO CONSIGNEE.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ANTENOR,"
are hereby notified that the Cargo is being dis-
charged into Godowns, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 2nd inst.
Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 8th inst.
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 8th inst.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st August, 1902.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND
STRAITS.

THE Company's Steamship

"DENBIGHSHIRE,"
Captain D. Davis, having arrived from the above
ports, Consignees of Cargo are hereby informed
that their Goods are being landed at their risk
into the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at Kowloon
Wharf and Godown Company.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 6th August, will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 5th August, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN TOMES & CO.,
Agents.

Hongkong, 31st July, 1902.

FROM HAMBURG, ANTWERP, PE-
NANG AND SINGAPORE.

THE N.D.L. Steamship

"KONIGSBERG,"
Captain Mayer, having arrived from the above
ports, Consignees of Cargo are hereby informed
that their Goods are being landed at their risk
into the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at Kowloon
Wharf and Godown Company.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 7th August, will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 5th August, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 31st July, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN"

FROM BOMBAY, COLOMBO, AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From London, &c., via S. Britannia.
From Persian Gulf, via S. Anjira, Simla
and King Arthur.
Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M. TO-DAY, the 1st inst.
Goods not cleared by the 7th inst. at 4 P.M.
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company, who will
survey Goods at 11 A.M. on Tuesdays and
Fridays. Certificates of damage must be
obtained within ten days of the vessel's arrival
here, after which no claims will be recognized.
E. A. HEWITT,
Superintendent.

Hongkong, 1st August, 1902.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND
STRAITS.

THE Company's Steamship

"PINGSUEY,"
having arrived from the above ports, Con-
signees of Cargo are hereby informed that
their Goods are being landed and placed at
their risk in the Hongkong and Kowloon
Wharf and Godown Company's Godowns at
Kowloon, where each consignment will be
sorted out Mark by Mark, and delivery can be
obtained as soon as the Goods are landed.
Goods not cleared by the 5th August, at
Noon, will be subject to rent.
No Fire Insurance will be effected by us in
any case whatever.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.
Optional Goods will be landed here unless
instructions are given to the contrary before
Noon TO-DAY, 30th inst.
No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD.
Agents.

Hongkong, 30th July, 1902.

S.S. "POLYNESIEN"

COMPAGNIE DES MESSAGERIES
MARITIMES.

CONSIGNEES of Cargo from London

at S.S. "Peiho," from Bordeaux, or S.S.
"Ville de Rochefort," in connection with above
Steamer, are hereby informed that their Goods,
with the exception of Opium, Treasure and
Valuables, are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., at
Kowloon, whence delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 8 O'CLOCK TO-DAY, the 28th inst.,
requesting it to be landed here.
Bills of Lading will be countersigned by the
Under-agent. Goods remaining undelivered after
Tuesday, the 5th August, at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 4th August, or they will not be recognized.
All damaged packages will be examined on
Tuesday, the 5th August, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 29th July, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
whence and/or from the wharves delivery may
be obtained.
No claims will be admitted after the Goods
have left the Godowns and all Goods undeliv-
ered after the 7th August, will be subject to rent.
All Claims against the Steamer must be pre-
sented to the Under-agent on or before the 20th
August, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 7th August, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 30th July, 1902.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. S. E. Erskine, at
Weihaiwei.Albion, battleship, 12,950 tons, 16 guns, Capt.
Thomas H. Jorram, at Weihaiwei.Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. Rowland Nugent, Straits.Amphitrite, 1st class cruiser, 11,000 tons, 18,000
h.p., Capt. Charles Windham, C.V.O., at
Hongkong.Ardrahus, cruiser, 4,300 tons, 10 guns, 5,000
h.p., Captain J. Startin, at Shanghai.Argonaut, 1st class cruiser, 11,000 tons, 18 guns,
Capt. G. H. Cherry, R.N., at Weihaiwei.Blenheim, 1st class cruiser, 9,000 tons, 12 guns,
21,411 h.p., Capt. F. H. Henderson, C.M.G., at
Weihaiwei.Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. M. Leake, at Suibei.Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. Thos. D. Pratt, on Yangtze.Cressy, cruiser, 12,000 tons, 14 guns, 21,000
h.p., Capt. Henry M. T. Tudor, at Weihaiwei.Eclipse, cruiser, 5,600 tons, 11 guns, Captain
Stokes, at Weihaiwei.Espiegle, gunboat, 1,070 tons, 10 guns, Comdr.
Ernest G. Barton, Bohring Sea.Fame, torpedo-boat destroyer, 380 tons, 6 guns,
5,700 h.p., at Weihaiwei.Fearless, cruiser, 443 tons 12 guns, Capt. J. I.
Graham, on Yangtze.Firebrand, gunboat, 455 tons, 4 guns, 380 h.p.,
Lieut.-Comdr. C. P. Beatty, Pownall, in
reserve.Glory, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain A. W. Carter, at Weihaiwei.Goliah, battleship, 12,950 tons, 16 guns, 13,500
h.p., Capt. Lewis E. Wintz, at Weihaiwei.Handy, torpedo-boat destroyer, 280 tons, 6 guns,
4,900 h.p., Lieut.-Comdr. G. C. Hardy, in
reserve.Hart, torpedo-boat destroyer, 280 tons, 6 guns,
4,900 h.p., Lieut.-Comdr. G. C. Hardy, at
Weihaiwei.Humber, storeship, 1,640 tons, Comdr. John D.
Daintice, at Weihaiwei.Janus, torpedo-boat destroyer, 280 tons, 6 guns,
3,900 h.p., in Reserve.Kinahra, river gunboat, 331 tons, Lieut.-Comdr.
G. B. Powell, on Yangtze.Moonah, river gunboat 180 tons, 2 guns,
Lieut.-Comdr. G. G. Webster, West River.Munira, sloop, 980 tons, 10 guns, Comdr. G.
W. M. Plenderleath, on Yangtze.Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain Richard W. White, at
Weihaiwei.Otter, torpedo-boat destroyer, 330 tons, Lieut.-
Comdr. C. P. Mausel, in reserve.Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. W. H. Nicholson, Bohring Sea.Pique, cruiser, 3,800 tons, 8 guns, 7,000 h.p.,
Capt. H. C. Heynolds, on Yangtze.Ranier, surveying-ship, 330 tons, Capt. Morris
H. Smith, at Ataki.Rindoo, sloop, 930 tons, Comdr. D. St. Aubyn,
Waks, at Hongkong.Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. John P. Irven, at
Hongkong.Rosario, sloop, 980 tons, 6 guns, 1,400 h.p.,
Comdr. A. W. Hamilton, on Yangtze.Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. Murray MacG. Lock-
hart, West River.Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut.-Comdr. Ernest W. G. Davidson, on
Yangtze.Swift, gun-vessel, 736 tons, 6 guns, 870 h.p., in
reserve.

Taku, torpedo-boat destroyer,

